



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2003-18

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U.S. Department of Transportation
Federal Aviation Administration

Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2003-01			
2000-16-02R1	R	Pratt & Whitney	Engine: PW4164, PW4168, and PW4168A Series Turbofan
2002-21-06	COR	McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2002-23-12		Rolls-Royce	Engine: Olympus 593 Mk. 610-14-28 Turbojet
2002-24-05	COR	Boeing	727 Series
2002-24-51	FR	Boeing	737-600, -700, -700C, -800, and -900, 747, and 757 Series
2002-24-52	FR	Boeing	747-400, -400D, and -400F Series
2002-26-04		Rolls-Royce	Engine: Olympus 593 Mk. 610-14-28 Turbojet
2002-26-06		Dornier Luftfahrt	328-300 Series
2002-26-07		Bombardier	CL-600-2C10 (Regional Jet Series 700 & 701) Series
2002-26-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2002-26-09		Boeing	757-200 Series
2002-26-10	S 98-08-24	McDonnell Douglas (Boeing)	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2002-26-11	S 2002-08-12	Airbus	A330 and A340 Series
2002-26-12		Airbus	A330 and A340 Series
2002-26-13		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2002-26-15		Boeing	747 Series
2002-26-16		Fokker	F.28 Mark 0070 and 0100 Series
2002-26-17	S 2002-08-10	Boeing	747 Series
2002-26-18		Boeing	737-600, -700, -700C, -800, and -900 Series
2002-26-19		Saab	SAAB 2000, SAAB SF340A, and SAAB 340B Series
2002-26-21		Dornier Luftfahrt	328-100 and 328-300 Series
2002-26-51	FR	Embraer	EMB-135 and -145 Series
Biweekly 2003-02			
2002-26-14		Boeing	767-300 Series
2002-26-20		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and MD-88
2002-26-22		Raytheon Aircraft	Hawker 800XP
2003-01-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440) Series
2003-01-05		General Electric Co.	Engine: CF6-80A, -80A1, -80A2, and -80A3 Series Turbofan
2003-02-01		Honeywell International, Inc.	Engine: ALF502L-2, ALF502L-2C, ALF502R-3 and ALF502R-3A Series Turbofan
2003-02-02		Boeing	747-400 and -400D Series
2003-02-03		Raytheon Aircraft	65-90, 65-A90, B90, C90, C90A, 65-A90-1 (U-21A), 65-A90-1 (U-21G), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E), E90, F90, H90 (T-44A), 99, 99A, A99A, B99, C99, 100, A100, A100 (U-21F), A100-1 (U-21J), A200 (C-12A), (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (C-12F), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B100, 200, B200, 200C, B200C, B200C (C-12F), B200C (C-12R), B200C (UC-12F), B200C (UC-12M), 200CT, B200CT, 200T, B200T, 300, B300, B300C, and 2000
2003-02-04		CFM International	Engine: CFM56-5 and -5B Series Turbofan
2003-02-51	E	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 and 701) Series

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AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2003-03

2003-02-07		General Electric Co.	Engine: CF6-50 and CF6-80C2 Turbofan
2003-02-51	FR	Bombardier	CL-600-2C10 (Regional Jet Series 700 and 701) Series
2003-03-01		Boeing	737-600, -700, -700C, -800, and -900 Series
2003-03-02	S 94-11-02	Boeing	767-200, -300, and -300F Series
2003-03-03		Boeing	777-200 and -300 Series
2003-03-04		Airbus	A300 B2 and B4; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600); A310; A319; A320; A321; A330; and A340 Series
2003-03-05	S 2000-02-03	Boeing	737-300, -400, and -500 Series
2003-03-06	S 99-22-07	Airbus	A330 and A340 Series
2003-03-07		Embraer	EMB-145 Series
2003-03-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2003-03-09		McDonnell Douglas	MD-90-30
2003-03-10		BAE Systems	BAE 146 and Avro 146-RJ Series
2003-03-11		Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft System
2003-03-15		Transport Category Airplanes Boeing and McDonnell Douglas	707, 720, 727, 737-100, 737-200, 737-200C, 737-300, 737-400, 737-500, 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, 747SP, DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-54, DC-8-55, DC-8-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, DC-8-73F, DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32(VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A, KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, MD-11F Series
2003-03-16		Airbus	A330-223, -321, -322, and -323 Series
2003-03-17		Dornier	328-100, 328-300 Series
2003-03-18	E	Raytheon	1900, 1900C, and 1900D
2003-03-18	FR, COR	Raytheon	1900, 1900C, and 1900D
2003-03-19		Boeing	747 Series
2003-03-21		Pratt & Whitney Canada	Engine: PW530A, PW535A, and PW545A Turbofan
2003-03-22		Boeing	737-600, -700, -700C, -800, and -900 Series
2003-03-23		Embraer	EMB-135 and -145 Series
ERRATA		Airbus	Pages 11 & 12 of AD Summary Book 4
ERRATA		Boeing	Pages 213 & 214 of AD Summary Book 4

Biweekly 2003-04

2003-03-18	FR, COR	Raytheon Aircraft	1900, 1900C, and 1900D
2003-04-01		Hartzell Propeller Inc.	Propeller: HD-E6C-3B/E13890K
2003-04-07		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
ERRATA		Honeywell	Appliance: Pages 3 & 4 of AD Summary Book 4
ERRATA		General Electric	Engine: Pages 33 - 36 of AD Summary Book 4

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Biweekly 2003-05			
2002-26-18	COR	Boeing	737-600, -700, -700C, -800, and -900 Series
2003-04-06		Honeywell	Appliance: Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit
2003-04-09		Fokker	F.28 Mark 1000, 2000, 3000, and 4000 Series
2003-04-10		McDonnell Douglas	MD-90-30
2003-04-11		Boeing	747-200B and -200F Series
2003-04-18		McDonnell Douglas	MD-90-30
2003-04-19		Fokker	F.28 Mark 0070 and 0100 Series
2003-04-20	S 2001-17-26 R1	Raytheon	DH.125, HS.125, BH.125 Series; BAe.125 Series 800A, 800A (C-29A), 800A (U-125), 800B, 1000A, 1000B; Hawker 800, 800 (including variant U-125A), 1000, and 800XP
2003-04-21		Bombardier	CL-600-2B19 (Regional Jet Series 440) Series
2003-04-22		Hartzell Propeller	Propeller: HD-E6C-3B/E13890K
2003-04-24		McDonnell Douglas	717-200
2003-04-25		Dowty Aerospace	Propeller: R354/4-123-F/13, R354/4-123-F/20, R375/4-123-F/21, R389/4-123-F/25, R389/4-123-F/26, and R390/4-123-F/27
2003-04-26		Raytheon	1900D
2003-04-27		Bombardier	CL-600-2C10 Series
Biweekly 2003-06			
2002-21-06	COR, S 2001-06-16 COR	McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2003-05-02		Lindstrand Balloons Ltd	Appliance: Fuel Hoses
2003-05-04	S 2002-24-06	Rolls-Royce Deutschland	Engine: Tay 620-15, 650-15, Tay 611-8 and 651-54 Turbofan
2003-05-07		Pratt & Whitney	Engine: JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR Turbofan
2003-05-08		Dornier Luftfahrt	328-100, 328-300 Series
2003-05-09		Dassault Aviation	Falcon 2000 and Mystere-Falcon 900 Series
2003-05-10		General Electric	Engine: CF34-3A1, -3B, and -3B1 Turbofan
2003-06-03		General Electric	Engine: CT7 Series Turboprop
2003-06-51	E	Learjet	45
Biweekly 2003-07			
97-09-02R2	R	CFM International	Engine: CFM56-5C2/G, -5C3/G, and -5C4 Series Turbofan
2002-06-16	COR	Boeing	767-300
2003-04-21 R1	R	Bombardier	CL-600-2B19 (Regional Jet Series 100 and 440)
2003-06-04	S 96-18-18	Airbus	A300 B2 and B4 Series, A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) Series
2003-06-05		Saab Aircraft AB	SAAB SF340A Series
2003-06-06		Raytheon Aircraft Company	Hawker 800XP and 800 (including variant U-125A)
2003-07-02		Rolls-Royce Corporation	Engine: 501-D Series Turboprop
2003-07-06		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2003-07-07		Raytheon Aircraft Company	BAe.125 Series 800A, BAe.125 Series 800A (C-29A), BAe.125 Series 800A (U-125), BAe.125 Series 800B, BH.125 Series 400A, DH.125 Series, Hawker 800, Hawker 800 (U-125A), Hawker 800XP, HS.125 Series F3B, HS.125 Series F3B/RA, HS.125 Series F400B, HS.125 Series F403B, HS.125 Series 1B, HS.125 Series 1B-522, HS.125 Series 1B/R-522, HS.125 Series 1B/S-522, HS.125 Series 3B, HS.125 Series 3B/R, HS.125 Series 3B/RA, HS.125 Series 3B/RB, HS.125 Series 3B/RC, HS.125 Series 400B, HS.125 Series 400B/1, HS.125 Series 401B, HS.125 Series 403A(C), HS.125 Series 403B
2003-07-08		Boeing	757-200, 757-200CB, and 757-200PF Series

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Biweekly 2003-08			
2003-07-11	S 2001-05-06	Rolls-Royce Deutschland	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2003-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2003-07-13	S 92-25-01	Boeing	757-200, -200CB, and -200PF Series
2003-07-14		McDonnell Douglas	DC-10-30
2003-07-15		Boeing	767-300 Series
2003-08-01		Rolls-Royce Deutschland Ltd	Engine: Tay 650-15 Turbofan
2003-08-02		McDonnell Douglas	MD-90-30
2003-08-03		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2003-08-52	E	GE Aircraft Engines	Engine: CT7-9B Turboprop
Biweekly 2003-09			
2003-04-16		McDonnell Douglas	MD-11 and MD-11F
2003-04-17		McDonnell Douglas	MD-11 and MD-11F
2003-06-51	FR	Learjet	45
2003-07-11	COR, S 2001-05-06	Rolls-Royce Deutschland	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2003-08-08	S 2000-24-11	McDonnell Douglas	MD-11 and MD-11F
2003-08-09	S 2000-24-15	McDonnell Douglas	MD-11 and MD-11F
2003-08-10		Aerospatiale	ATR42-500, ATR72-102, -202, -212, and -212A Series
2003-08-11		Boeing	747-100, -200B, -200F, -200C, -100B, -300, -100B SUD, -400, -400D, -400F, and 747SR Series
2003-08-12		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R), and CL-600-2B16 (CL-604) Series
2003-08-13		General Dynamics (Consolidated, Consolidated Vultee, and Convair)	PB4Y-1, P4Y-2, and LB-30, B-24, C-109 and C-87
2003-08-14		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F, MD-11 and MD-11F
2003-08-15		Boeing	737-200, -200C, -300, -400, and -500 Series
2003-08-16		McDonnell Douglas	MD-90-30
2003-09-02		Pratt & Whitney	Engine: PW4164, PW4168, and PW4168A Turbofan
2003-09-03		Empresa Brasileira	EMB-135 and -145 Series
2003-09-04		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2003-09-06		General Electric Company	CF6-50 Series Turbofan
2003-09-07		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2003-09-08	S 97-08-51	Boeing	767-200, -300, and -300F Series
Biweekly 2003-10			
2003-07-11	COR; S 2001-05-06	Rolls-Royce Deutschland	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2003-08-52	FR	GE Aircraft Engines	Engine: CT7-9B Turboprop
2003-09-12		Raytheon	1900D
2003-09-14		General Electric	Engine: CF34-8C1 Turbofan
2003-10-01		General Electric	Engine: CF6-6 Series Turbofan
2003-10-02		Rolls-Royce plc	Engine: RB211-524C2-19 and RB211-524C2-B-19 Series Turbofan
2003-10-03		Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37 and RB211-535E4-B-75 Turbofan

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2003-11			
2003-10-04		Dassault	Mystere-Falcon 50 Series
2003-10-06		Boeing	747 Series
2003-10-07		Gulfstream Aerospace	Astra SPX and 1125 Westwind Astra Series
2003-10-08		McDonnell Douglas	717-200
2003-10-09		Boeing	747-400 and -400F Series
2003-10-10		McDonnell Douglas	717-200
2003-10-11	S 2001-19-04	Boeing	767-200 and -300 Series
2003-10-12		Airbus	A330 and A340 Series
2003-10-13		Raytheon Aircraft	Beech 400A and Beech 400T Series
2003-10-14		Airbus	A319-131, -132, -133, A320-232, -233, and A321-231 Series
2003-11-01	S 89-12-07	Boeing	747 Series
2003-11-02		McDonnell Douglas	MD-90-30
2003-11-03		Boeing	727, 737-100, -200, and -200C Series
2003-11-04		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F
2003-11-05		Dassault	Mystere-Falcon 900 and Falcon 900EX Series
2003-11-06		BAE Systems	ATP
2003-11-07		Israel Aircraft	1121, 1121A, 1121B, 1123, 1124, and 1124A Series
2003-11-11	S 2001-22-09	Bombardier	CL-600-2B19 Series
Biweekly 2003-12			
2003-10-03R1	R	Rolls-Royce plc	Engine: RB211-535E4-B-37 and RB211-535E4-B-75 Turbofan
2003-11-15		McDonnell Douglas	MD-90-30
2003-11-16	S 2002-22-07	Boeing	767 Series including 767-400ER Series
2003-11-18	S 2002-21-10	Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 Turbofan
2003-11-19		Boeing	727-100 and 727-200 Series
2003-11-20	S 93-21-04	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2003-11-23		International Aero Engines AG	Engine: V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, and V2530-A5 Turbofan
2003-11-24		Dornier Luftfahrt GMBH	328-100 Series
2003-11-25		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, and 747SP Series
2003-12-01		Boeing	777 Series
2003-12-02		BAE Systems	ATP
2003-12-03		Israel Aircraft Industries	1124 and 1124A Series
2003-12-04		Empresa Brasileira	EMB-135 and -145 Series
2003-12-06		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701) Series
2003-12-07	S 98-12-07	Pratt & Whitney	Engine: JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR Turbofan
Biweekly 2003-13			
2003-12-08		General Electric Company	Engine: CF6-80A1/A3 and CF6-80C2A PMC Series Turbofan
2003-12-09		BAE Systems (Operations)	BAe 146 Series
2003-12-10		Aerospatiale	ATR42-200, -300, -320, ATR42-500, ATR72-102, -202, -212, and -212A Series
2003-12-11		Empresa Brasileira	EMB-145 Series
2003-12-12		Empresa Brasileira	EMB-120 series
2003-12-15		Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2003-13-01		Boeing	767 Series
2003-13-02		Airbus	A321-131 Series
2003-13-03		Boeing	767-200 and -300 Series
2003-13-12		Rolls-Royce plc	Engine: RB211-22B Series Turbofan

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Biweekly 2003-14			
2003-11-23	COR	International Aero Engines AG	Engine: V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 Turbofan
2003-13-08		Goodrich Avionics Systems, Inc.	Appliance: TAWS8000 Terrain Awareness Warning System (TAWS)
2003-13-09		Boeing	747 Series
2003-13-11	COR	Pratt & Whitney	Engine: PW4074, PW4074D, PW4077, PW4077D, PW4090, and PW4090-3 Turbofan
2003-13-16		Raytheon Aircraft Company	See AD
2003-14-01		Airbus	A300 B2, A300 B4, A300 B4-600, A300 B4-600R, and A300 F4-600R, A310, A330, A340 Series
2003-14-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 400)
2003-14-04		Transport Category Airplanes	737-200, -300, -400, -500, -600, -700, -800, and -900, 757-200 and -300, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F Series
2003-14-06	COR	Boeing	737-200, -200C, -300, -400, and -500 Series
Biweekly 2003-15			
2003-08-12	COR	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R), CL-600-2B16 (CL-604) Series
2003-14-05		McDonnell Douglas	717-200
2003-14-06	COR	Boeing	737-200, -200C, -300, -400, and -500 Series
2003-14-08		Boeing	737-600, 737-700, 737-700C, 737-800, 737-900, 757, and 767 Series
2003-14-09	S 98-22-12	Boeing	767 Series
2003-14-10	COR	Boeing	767-200, -300 Series
2003-14-11		Airbus	A330 and A340 Series
2003-14-13		Aerospatiale	ATR42-200, -300, -320, and -500, and ATR72 Series
2003-14-14		Aerospatiale	ATR72 Series
2003-14-15	S 90-24-09	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747-400, 747-400D, 747-400F, and 747SR Series
2003-14-16		Lockheed	382G Series
2003-14-17		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2003-14-21	S 2000-17-10 R1	Lockheed Martin and Rolls-Royce plc	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3; Engine: RB211-22B-02, RB211-524B-02, RB211-524B-B-02, RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 Series Turbofan
2003-14-22		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2003-14-23		Rolls-Royce plc	Engine: RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, -524H2-T Series, RB211 Trent 768-60, 772-60, and 772B-60 Turbofan
2003-15-01		McCauley Propeller Systems	Propeller: B5JFR36C1101, C5JFR36C1102, B5JFR36C1103, C5JFR36C1104
2003-15-02	S 99-11-01	Empresa Brasileira	EMB-135 and EMB-145 Series
Biweekly 2003-16			
2003-14-10	COR	Boeing	767-200, -300 Series
2003-15-03		Boeing	767-200, -300, and -300F Series
2003-15-04		BAE Systems	Jetstream 4101
2003-15-05	S 92-16-51	EMBRAER	EMB-120 Series
2003-15-06		Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 Turbofan
2003-15-07		Honeywell International Inc.	Appliance: RE220 (RJ) Auxiliary Power Units (APUs)
2003-15-09		Rolls-Royce plc	Engine: Trent 768-60, Trent 772-60, and Trent 772B-60 Turbofan
2003-16-01		McDonnell Douglas	MD-11 and 11F
2003-16-02		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2003-16 continued			
2003-16-04		Pratt & Whitney Canada	Engine: PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J Turboprop
2003-16-05		Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Series Turbofan
2003-16-06		Boeing	747 Series
2003-16-07		Airbus	A319, A320, and A321 Series
2003-16-08		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, and -400F, 747SR Series
Biweekly 2003-17			
94-01-10 R1	R	Boeing	757-200 and -200PF Series
2003-12-15	COR	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2003-14-02	COR	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2003-16-04	COR	Pratt & Whitney Canada	Engine: PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, and PW127G Turboprop
2003-16-09		Learjet	45
2003-16-12	S 2000-25-12	Boeing	747 Series
2003-16-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2003-16-14		Boeing	747 Series
2003-16-15		Airbus	A300 B4-600, A300 B4-600R, and A300 F4-600R (collectively called A300-600); and A310.
2003-16-17		Dornier Luftfahrt GMBH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2003-16-18		Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 Turbofan
2003-16-19		Learjet	45
2003-17-01		McDonnell Douglas	717-200
2003-17-06		Boeing	747-100, 747SP, and 747SR Series
2003-17-07		McDonnell Douglas	See AD For Models
2003-17-08	S 2000-22-04	Learjet	45
2003-17-10		McCauley Propeller Systems	Propeller: B5JFR36C1101, C5JFR36C1102, B5JFR36C1103, C5JFR36C1104
Biweekly 2003-18			
2003-16-16	S 2000-09-03	Boeing	747-400 Series
2003-17-09		Aerospatiale	ATR42-500 and ATR72 Series
2003-17-10	COR	McCauley Propeller Systems	Propeller: B5JFR36C1101, C5JFR36C1102, B5JFR36C1103, C5JFR36C1104
2003-17-11		Rolls-Royce Deutschland	Engine: Dart 528-7E, 529-7H, -7E, -8E, -8H, -8X, -8Y, -8Z, 529D-7E, -7H, -8E, -8H, -8X, -8Y, -8Z, 531, 532-2L, -7, -7N, -7P, -7L, -7R, 535-2, -7R, 542-4, -4K, -10, -10J, -10K, 552-2, 552-7, and -7R Turboprop
2003-17-12		McDonnell Douglas	MD-11 and MD-11F
2003-17-13		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, -314, and -315
2003-17-14		Airbus	A300 B2, B4, A300 B4-600, A300 B4-600R, A300 F4-600R (collectively called A300-600) Series, A310, A319, A320, A321, A330, and A340 Series
2003-17-15	S 2002-23-08	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Turbofan
2003-18-01	S 2003-08-13	General Dynamics	P4Y-2, LB-30, C-87A
2003-18-02		Airbus	A330 and A340 Series

BW 2003-18

BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-16-16 Boeing: Amendment 39-13269. Docket 2002-NM-128-AD. Supersedes AD 2000-09-03, Amendment 39-11711.

Applicability: Model 747-400 series airplanes equipped with General Electric (GE) Model CF6-80C2 series engines, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent an inadvertent deployment of a thrust reverser during flight, which could result in loss of control of the airplane, accomplish the following:

Requirements of AD 2000-09-03

Repetitive Functional Tests

(a) Within 1,000 hours time-in-service after the most recent test of the center drive unit (CDU) cone brake as specified in paragraph (b)(1) of AD 94-15-05, amendment 39-8976; or within 650 hours time-in-service after May 19, 2000 (the effective date of AD 2000-09-03, amendment 39-11711); whichever occurs later: Perform a functional test to detect discrepancies of the CDU cone brake on each thrust reverser as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For Model 747-400 series airplanes equipped with thrust reversers that have not been modified in accordance with Boeing Service Bulletin 747-78-2151 or a production equivalent: Perform the test in accordance with Boeing Service Bulletin 747-78A2166, Revision 1, dated October 9, 1997; or paragraph 3.C. of Boeing Alert Service Bulletin 747-78A2166, Revision 2, dated March 15, 2001; or the applicable section of paragraph III.A. of the Accomplishment Instructions of Boeing Service Bulletin 747-78A2113, Revision 2, dated June 8, 1995; or Revision 3, dated September 11, 1997. Repeat the test thereafter at intervals not to exceed 650 hours time-in-service.

(2) For Model 747-400 series airplanes equipped with thrust reversers that have been modified in accordance with Boeing Service Bulletin 747-78-2151 or a production equivalent: Perform the test in accordance with Appendix 1 (including Figure 1) of this AD, or paragraph 3.C. of Boeing Alert Service Bulletin 747-78A2166, Revision 2, dated March 15, 2001. After the effective date of this AD, only Boeing Alert Service Bulletin 747-78A2166, Revision 2, may be used. Repeat the test thereafter at intervals not to exceed 1,000 hours time-in-service.

Note 2: Accomplishment of the CDU cone brake test during production in accordance with Production Revision Record (PRR) 80452-102 prior to May 19, 2000, is considered acceptable for compliance with the initial test required by paragraph (a) of this AD.

Note 3: Model 747-400 series airplanes, line numbers 1061 and subsequent, equipped with GE CF6-80C2 engines, had a third locking system installed during production in accordance with PRR 80452-102, and were not modified in accordance with Boeing Service Bulletin 747-78-2151 (which is a retrofit action for airplanes having line numbers 700 through 1060 inclusive).

Terminating Action

(b) Accomplishment of the functional test of the CDU cone brake, as specified in paragraph (a) of this AD, constitutes terminating action for the repetitive tests of the CDU cone brake required by paragraph (b)(1) of AD 94-15-05.

Corrective Action

(c) If any functional test required by paragraph (a) of this AD cannot be successfully performed as specified in the referenced service bulletin, or if any discrepancy is detected during any functional test required by paragraph (a) of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD.

(1) Prior to further flight, repair in accordance with Boeing Service Bulletin 747-78A2166, Revision 1, dated October 9, 1997; Boeing Alert Service Bulletin 747-78A2166, Revision 2, dated March 15, 2001; Boeing Service Bulletin 747-78A2113, Revision 2, dated June 8, 1995; or Revision 3, dated September 11, 1997. After the effective date of this AD, only Boeing Alert Service Bulletin 747-78A2166, Revision 2; or Boeing Service Bulletin 747-78A2113, Revision 2 or Revision 3; may be used.

(2) The airplane may be operated in accordance with the provisions and limitations specified in the operator's FAA-approved Minimum Equipment List, provided that no more than one thrust reverser on the airplane is inoperative.

New Requirements of This AD

Installation of Thrust Reverser Actuator System Lock and Associated Actions

(d) For airplanes listed in Boeing Service Bulletin 747-78-2151, Revision 2, dated January 13, 2000: Within 36 months after the effective date of this AD, do paragraphs (d)(1) and (d)(2) of this AD.

(1) Install and activate a thrust reverser actuator system (TRAS) lock on each thrust reverser per the Accomplishment Instructions of Boeing Service Bulletin 747-78-2151, Revision 1, dated August 21, 1997; as revised by Notice of Status Change (NSC) 747-78-2151 NSC 04, dated November 26, 1997; and NSC 747-78-2151 NSC 05, dated December 18, 1997; or Boeing Service Bulletin 747-78-2151, Revision 2, dated January 13, 2000. The procedures for completing the installation and activating the TRAS lock include replacing a certain microswitch pack with a new one; adding new

wires; routing certain new wire bundles; changing certain wiring, circuit breakers, and components; installing thrust-reverser relay panels; and performing a functional test to ensure that the thrust reverser actuation system operates properly.

(2) Prior to or concurrently with the installation required by paragraph (d)(1) of this AD, do the requirements of paragraphs (d)(2)(i), (d)(2)(ii), (d)(2)(iii), (d)(2)(iv), and (d)(2)(v) of this AD.

(i) Install a bracket and fastening hardware for the third locking system on each thrust reverser, per Lockheed Martin Service Bulletin 78-1007, Revision 1, dated March 18, 1997; or Middle River Aircraft Systems Service Bulletin 78-1007, Revision 2, dated March 10, 1998.

(ii) Install wiring provisions in various areas of the airplane, per the Accomplishment Instructions of Boeing Service Bulletin 747-78-2132, Revision 2, dated December 11, 1997.

(iii) Install a TRAS lock (also called an electromechanical lock or brake) and a flexible drive cable on each thrust reverser, per Lockheed Martin Service Bulletin 78-1020, Revision 2, dated March 20, 1997; or Middle River Aircraft Systems Service Bulletin 78-1020, Revision 3, dated March 16, 1998; or Middle River Aircraft Systems CF6-80C2B Service Bulletin 78-1020, Revision 4, dated October 10, 2002.

(iv) Install new integrated display system (IDS) software in six integrated display units and three electronic flight information/engine indication and crew alerting system (EICAS) interface units, per the Accomplishment Instructions of Boeing Service Bulletin 747-31-2242, dated April 18, 1996. Where the service bulletin specifies installation of IDS software version 995-0017-012, installation of IDS software version 995-0017-013, 995-0017-014, 995-0017-015, 995-0017-016, 995-0017-018, 3174-COL-EG5-01, 3177-COL-EG5-02, or 3176-COL-EG5-03 is also acceptable for compliance with this paragraph.

(v) Replace two central maintenance computers (CMC), part number 622-8592-103, with new, improved CMCs, part number 622-8592-105, and install new software for the CMCs, per the Accomplishment Instructions of Boeing Service Bulletin 747-45-2016, Revision 1, dated May 2, 1996. Where the service bulletin specifies installation of CMC software version 685-2270-009, installation of CMC software version 685-2270-010, or 685-2270-011 is also acceptable for compliance with this paragraph.

Repetitive Tests

(e) For airplanes on which a TRAS lock is installed on the thrust reversers: Within 1,000 flight hours after the installation of the TRAS lock, or within 90 flight hours after the effective date of this AD, whichever is later, do a functional test of the TRAS lock (also called an electromechanical lock or brake) per the Accomplishment Instructions of Boeing Alert Service Bulletin 747-78A2166, Revision 2, dated March 15, 2001. Then, repeat this test at least every 1,000 flight hours. If the functional test cannot be successfully performed, before further flight, repair per the Accomplishment Instructions of the service bulletin, and repeat the test until it is successful.

Dispatch Limitations

(f) If, prior to accomplishment of Boeing Service Bulletin 747-78-2151 on any airplane, it becomes necessary to install a thrust reverser with the TRAS lock installed, dispatch of the airplane is allowed per the provisions and limitations specified in the 747-400 Master Minimum Equipment List (MMEL), provided that the thrust reverser assembly that has the TRAS lock installed is deactivated per the 747-400 Dispatch Deviations Guide, Boeing Document D6U10151, dated June 28, 2002. Installation of a thrust reverser without a TRAS lock installed and reactivation of the thrust reverser must be accomplished within the time constraints specified in the MMEL.

(g) If, after accomplishment of Boeing Service Bulletin 747-78-2151 on any airplane, it becomes necessary to install a thrust reverser assembly that does not have the TRAS lock installed, dispatch of the airplane is allowed per the provisions and limitations specified in the Boeing Model 747-400 MMEL, provided that the thrust reverser assembly that does not have the TRAS lock installed is deactivated per the 747-400 Dispatch Deviations Guide, Boeing Document D6U10151, dated June 28, 2002. Installation of a thrust reverser with the TRAS lock installed and reactivation of the thrust reverser must be accomplished within the time constraints specified in the MMEL.

Alternative Methods of Compliance

(h)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 2000-09-03, amendment 39-11711, are not considered to be approved as alternative methods of compliance with this AD.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(j) Unless otherwise provided by this AD, the actions shall be done in accordance with the service bulletins listed in Table 1 of this AD, as applicable:

TABLE 1.—APPLICABLE SERVICE BULLETINS

Service bulletin	Revision	Date
Boeing Service Bulletin 747-31-2242	original	April 18, 1996.
Boeing Service Bulletin 747-45-2016	1	May 2, 1996.
Boeing Service Bulletin 747-78-2132	2	December 11, 1997.
Boeing Service Bulletin 747-78-2151, as revised by	1	August 21, 1997.
Notice of Status Change 747-78-2151 NSC 04 and	NSC 04	November 26, 1997.
Notice of Status Change 747-78-2151 NSC 05	NSC 05	December 18, 1997.
Boeing Service Bulletin 747-78-2151	2	January 13, 2000.
Boeing Service Bulletin 747-78A2113	2	June 8, 1995.
Boeing Service Bulletin 747-78A2113	3	September 11, 1997.
Boeing Service Bulletin 747-78A2166	1	October 9, 1997.
Boeing Alert Service Bulletin 747-78A2166	2	March 15, 2001.
Lockheed Martin Service Bulletin 78-1007	1	March 18, 1997.
Middle River Aircraft Systems Service Bulletin 78-1007	2	March 10, 1998.
Lockheed Martin Service Bulletin 78-1020	2	March 20, 1997.
Middle River Aircraft Systems Service Bulletin 78-1020	3	March 16, 1998.
Middle River Aircraft Systems CF6-80C2B Service Bulletin 78-1020	4	October 10, 2002.

Middle River Aircraft Systems CF6-80C2B Service Bulletin 78-1020, Revision 4, dated October 10, 2002, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 7, 20	4	October 10, 2002.
2-6, 8-19, 21-37	3	March 16, 1998.

(1) The incorporation by reference of the service bulletins in Table 2 of this AD is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Table 2 follows:

TABLE 2.—SERVICE BULLETINS INCORPORATED BY REFERENCE

Service bulletin	Revision	Date
Boeing Service Bulletin 747-31-2242	original	April 18, 1996.
Boeing Service Bulletin 747-45-2016	1	May 2, 1996.
Boeing Service Bulletin 747-78-2132	2	December 11, 1997.
Boeing Service Bulletin 747-78-2151, as revised by	1	August 21, 1997.
Notice of Status Change 747-78-2151 NSC 04 and	NSC 04	November 26, 1997.
Notice of Status Change 747-78-2151 NSC 05	NSC 05	December 18, 1997.
Boeing Service Bulletin 747-78-2151	2	January 13, 2000.
Boeing Alert Service Bulletin 747-78A2166	2	March 15, 2001.
Middle River Aircraft Systems CF6-80C2B Service Bulletin 78-1020	4	October 10, 2002.

(2) The incorporation by reference of the service bulletins in Table 3 of this AD was approved previously by the Director of the Federal Register as of September 6, 2000 (65 FR 47252, August 2, 2000). Table 3 follows:

TABLE 3.—SERVICE BULLETINS PREVIOUSLY INCORPORATED BY REFERENCE

Service bulletin	Revision	Date
Lockheed Martin Service Bulletin 78-1007	1	March 18, 1997.
Middle River Aircraft Systems Service Bulletin 78-1007	2	March 10, 1998.
Lockheed Martin Service Bulletin 78-1020	2	March 20, 1997.
Middle River Aircraft Systems Service Bulletin 78-1020	3	March 16, 1998.

(3) The incorporation by reference of Boeing Service Bulletin 747-78A2113, Revision 2, dated June 8, 1995; and Boeing Service Bulletin 747-78A2113, Revision 3, dated September 11, 1997; was approved previously by the Director of the Federal Register as of March 13, 2000 (65 FR 5742, February 7, 2000).

(4) The incorporation by reference of Boeing Service Bulletin 747-78A2166, Revision 1, dated October 9, 1997; was approved previously by the Director of the Federal Register as of August 25, 1999 (64 FR 39003, July 21, 1999).

(5) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207; and Distribution, Lockheed Martin Technical Services, 1330 Kemper Meadow Drive, suite 110-C, Cincinnati, Ohio 45240. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on October 1, 2003.

Appendix 1–Thrust Reverser CDU Cone Brake Test

1. This procedure contains steps to do a check of the holding torque of the CDU cone brake.

2. CDU cone brake check (Figure 1):

A. Prepare to do the check:

(1) Open the fan cowl panels.

(2) Pull up on the manual release handle to unlock the electro-mechanical brake.

(3) Pull the manual brake release lever on the CDU to release the cone brake.

Note: This will release the pre-load tension that may occur during a stow cycle.

(4) Return the manual brake release lever to the locked position to engage the cone brake.

(5) Remove the two bolts that hold the lockout plate to the CDU and remove the lockout plate.

(6) Install a $\frac{1}{4}$ -inch drive and a dial-type torque wrench into the CDU drive pad.

Caution: Do not use more than 100 pound-inches of torque when you do this check. Excessive torque will damage the CDU.

(7) Turn the torque wrench to try to manually extend the translating cowl until you get at least 15 pound-inches.

Note: The cone brake prevents movement in the extend direction only. If you try to measure the holding torque in the retract direction, you will get a false reading.

(8) If the torque is less than 15 pound-inches, you must replace the CDU.

(9) Reinstall the lockout plate.

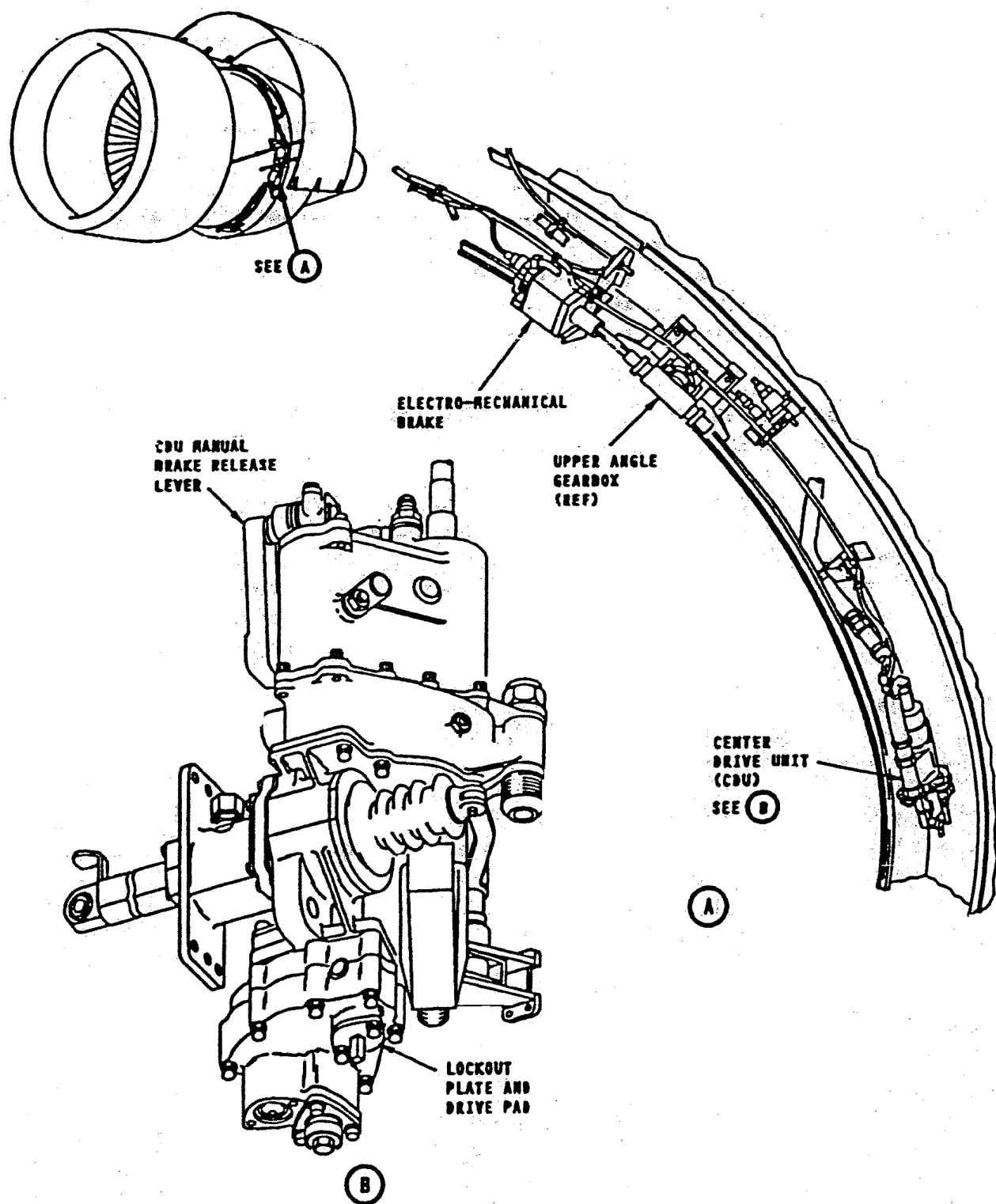
B. Return the airplane to its usual condition:

(1) Fully retract the thrust reverser (unless already accomplished).

(2) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip (unless already accomplished).

Note: This will lock the electro-mechanical brake.

(3) Close the fan cowl panels.



**Electro-Mechanical Brake and CDU Cone Brake Torque Check
Figure 1**

Issued in Renton, Washington, on August 13, 2003.
 Neil D. Schalekamp,
 Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 03-21151 Filed 8-26-03; 8:45 am]
 BILLING CODE 4910-13-C

BW 2003-18

AEROSPATIALE AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-17-09 Aerospatiale: Amendment 39-13284. Docket 2002-NM-169-AD.

Applicability: Model ATR42-500 and ATR72 series airplanes, certificated in any category, on which ATR Modification 1447 has been incorporated and ATR Modification 4840 has not been incorporated.

Compliance: Required as indicated, unless accomplished previously.

To prevent chafing of a wire bundle in the area of electrical rack 90VU, which could result in an electrical short and potential loss of several functions essential for safe flight, accomplish the following:

Modification

(a) Within 500 flight hours or 6 months after the effective date of this AD, whichever occurs first: Do a detailed inspection to detect damage of the wire bundles in the area of electrical rack 90VU, ensure that the conduit around the wire bundles is in the proper position, and install a clamp between the wire bundles and the carbon shelves structure (93VU, 94VU, 95VU); in accordance with Avions de Transport Regional Service Bulletin ATR42-92-0007 (for Model ATR42-500 series airplanes) or ATR72-92-1007 (for Model ATR72 series airplanes), both dated January 25, 2002, as applicable. Repair any damaged wiring before further flight in accordance with Chapter 20-27-17 of the applicable ATR Aircraft Schematic Manual.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Alternative Methods of Compliance

(b) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(c) The actions shall be done in accordance with Avions de Transport Regional Service Bulletin ATR42-92-0007, dated January 25, 2002, or Avions de Transport Regional Service Bulletin ATR72-92-1007, dated January 25, 2002, as applicable; and Chapter 20-27-17, dated October 1, 1995, of Avions de Transport Regional ATR42 Aircraft Schematic Manual, or Chapter 20-27-17, dated

October 1, 1995 of the Avions de Transport Regional ATR72 Aircraft Schematic Manual, as applicable. The Avions de Transport Regional ATR42 Aircraft Schematic Manual contains the following list of effective pages:

Page Number	Date shown on page
List of Effective Pages 1-9	April 2001.

(Only the title page of the Avions de Transport Regional ATR42 Aircraft Schematic Manual references the airplane model; no other page contains this information.) The Avions de Transport Regional ATR72 Aircraft Schematic Manual contains the following list of effective pages:

Page Number	Date shown on page
List of Effective Pages 1-9	April 2001.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 2: The subject of this AD is addressed in French airworthiness directives 2002-090-092(B) and 2002-091-066(B), both dated February 20, 2002.

Effective Date

(d) This amendment becomes effective on October 7, 2003.

Issued in Renton, Washington, on August 15, 2003.

Kyle L. Olsen,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-21413 Filed 8-29-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-18

**MCCAULEY PROPELLER SYSTEMS, INC.
AIRWORTHINESS DIRECTIVE
PROPELLER
LARGE AIRCRAFT**

CORRECTION: [*Federal Register: September 3, 2003 (Volume 68, Number 170); Page 52337; www.access.gpo.gov/su_docs/aces/aces140.html*] The FAA issued this correction in error. Paragraph (o) should reference Table 3. The Title of the "Incorporation By Reference (IBR) Table" should read "TABLE 3". The FAA will request the Federal Register publish a new correction stating that "TABLE 2 - IBR" should read "TABLE 3. - Incorporation By Reference". *This copy **does not** incorporate the correction.*

2003-17-10 McCauley Propeller Systems, Inc.: Amendment 39-13285. Docket No. 2003-NE-32-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 21, 2003.

Affected ADs

- (b) This AD supersedes AD 2003-15-01, Amendment 39-13243.

Applicability

(c) This AD applies to McCauley Propeller Systems, Inc. propeller hub models that are listed in Table 1 of this AD, and are installed on, but not limited to, BAE Systems (Operations) Limited Jetstream Model 4101 airplanes. Table 1 follows:

TABLE 1.—PROPELLER MODELS BY HUB MODEL AND BLADE MODEL

Propeller hub model	With propeller blade model installed
B5JFR36C1101	114GC series.
C5JFR36C1102	L114GC series.
B5JFR36C1103	114HC series.
C5JFR36C1104	L114HC series.

Unsafe Condition

(d) This AD is prompted by four reports of significant cracks found in propeller blade shanks since the issuance of AD 2003-15-01. We are issuing this AD to prevent propeller blade failure or hub failure due to cracking, which could result in failure of the propeller and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection of Propeller Blades

(f) Inspect propeller blades for cracks in the retention area using either the fluorescent penetrant inspection (FPI) procedure specified in paragraphs 5.A. through 5.L. of McCauley Alert Service Bulletin (ASB) 246C, Revision 3, dated August 12, 2003, or using the ultrasonic inspection (UT) procedure specified in paragraphs 6.A. through 6.F. of McCauley ASB246C, Revision 3, dated August 12, 2003. Use the compliance times specified in the following Table 2:

TABLE 2.—COMPLIANCE TIMES FOR THE INITIAL FPI OR UT OF PROPELLER BLADES

If the propeller blade time-since-new (TSN) is:	Or if:	Then inspect:
(1) 10,000 hours TSN or more	The blade was overhauled at least twice.	Within 10 hours time-in-service (TIS) after the effective date of this AD.
(2) 6,000 hours TSN or more	The blade was overhauled at least once.	Within 200 hours TIS after the effective date of this AD or at 10,010 hours TIS whichever is later.
(3) Fewer than 6,000 hours TSN	The blade has not been overhauled.	At the next overhaul.

Credit for Previous Inspection

(g) The one-time inspections done using AD 2003-15-01, published July 17, 2003, constitute compliance with the initial inspection requirements of this AD.

Repetitive Inspection of Propeller Blades

(h) For blades that have 10,000 hours or more TSN or that have been overhauled at least twice, inspect propeller blades for cracks in the retention area using either the FPI procedure specified in paragraphs 5.A. through 5.L. of McCauley ASB246C, Revision 3, dated August 12, 2003, or using the UT procedure specified in paragraphs 6.A. through 6.F. of McCauley ASB ASB246C, Revision 3, dated August 12, 2003, at the following intervals:

(1) Inspect within 100 hours TIS after the initial inspection, or within 10 hours TIS after the effective date of this AD, whichever is later.

(2) Thereafter, repetitively inspect within every 100 hours TIS, for a maximum of five repetitive inspections.

(i) The repetitive inspection of paragraph (h) of this AD applies when the blade reaches 10,000 hours TIS.

Blade Replacement

(j) Replace propeller blades as follows:

(1) Remove from service blades with cracks.

(2) For blades that pass all of the repetitive inspections in paragraph (h)(2) of this AD, replace with blades that have never been overhauled, within 100 hours TIS after the fifth repetitive inspection.

Eddy Current Inspection (ECI) of Propeller Hubs

(k) For propeller hubs that have been overhauled one or more times, perform a one-time ECI of the propeller hub, within 300 hours TIS after the effective date of this AD. Use the procedures specified in the Accomplishment Instructions of McCauley ASB245A, Revision 1, dated August 13, 2003.

(l) Remove hubs with crack indications from service.

Reporting Requirements

(m) Report findings of the FPI or UT using the procedures specified in paragraph 7. of McCauley ASB246C, Revision 3, dated August 12, 2003. Report the finding of the hub inspection using the procedures specified in paragraph 5.H.(5) of ASB245A, Revision 1, dated August 13, 2003. The Office of Management and Budget (OMB) has approved the reporting requirements specified in paragraph 7. of McCauley ASB246C, Revision 3, dated August 12, 2003, and reporting requirements specified in paragraph 5.H.(5) of ASB245A, Revision 1, dated August 13, 2003, 2003, and assigned OMB control number 2120-0056.

Alternative Methods of Compliance (AMOCs)

(n) You must request AMOCs as specified in 14 CFR 39.19. All AMOCs must be approved by the manager, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Room 1007, Des Plaines, IL 60018.

Material Incorporated by Reference

(o) You must use the service information specified in Table 3 to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 3 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from McCauley Propeller Systems, 3535 McCauley Drive, Vandalia, OH 45377. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. Table 3 follows:

TABLE 2.—INCORPORATION BY REFERENCE

Service Bulletin No.	Page	Revision	Date
McCauley, ASB245A Total Pages: 12.	ALL	1	August 13, 2003.
McCauley, ASB246C Total Pages: 27.	ALL	3	August 12, 2003.

Related Information

(p) None.

Issued in Burlington, Massachusetts, on August 18, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-21519 Filed 8-19-03; 2:45 pm]

BILLING CODE 4910-13-P

BW 2003-18

**ROLLS-ROYCE DEUTSCHLAND LTD & CO KG
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT**

2003-17-11 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-13286. Docket No. 2003-NE-10-AD.

Effective Date

(a) This AD becomes effective September 30, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) (formerly Rolls-Royce plc) Dart 528-7E, 529-7H, -7E, -8E, -8H, -8X, -8Y, -8Z, 529D-7E, -7H, -8E, -8H, -8X, -8Y, -8Z, 531, 532-2L, -7, -7N, -7P, -7L, -7R, 535-2, -7R, 542-4, -4K, -10, -10J, -10K, 552-2, 552-7, and -7R turboprop engines with a high pressure (HP) turbine disc or intermediate pressure (IP) turbine disc that has a serial number (SN) listed in Table 1 of this AD installed. These engines are installed on, but not limited to, BAE Systems (Operations) Limited, Model HS 748 Series 2A and 2B airplanes, Fokker Aircraft B.V., F.27 Friendship Mark 200, 400, 500, and 600 airplanes, Gulfstream Aerospace Corporation Model G-159 "Gulfstream I" airplanes, Maryland Air Industries, Inc. F-7F, F-27A, F-27G, F-27J, F-27M, FH-227B, FH-227C, FH-227D, and FH-227E airplanes, and Mitsubishi Heavy Industries, Ltd Model YS-11, YS-11A-200, YS-11A-300, YS-11A-500, and YS-11A-600 airplanes. Table 1 follows:

TABLE 1.—AFFECTED TURBINE DISCS

Turbine disc serial number	Turbine disc stage	Date when coating was applied	Turbine disc cycles-since-new when coating was applied
DETN128	HP	31. Mar 01	4356
DETN155	HP	22. Jun 99	0
DETN3541	HP	17. Apr 01	2850
DETN3542	HP	16. Jan 01	6053
LA759	HP	27. Oct 00	5858
LP219	HP	23. Nov 99	6688
LW376	HP	21. Jul 99	3302
LX484	HP	22. Feb 00	4632
LZ299	HP	23. Dec 99	5839
LZ404	HP	13. Jul 01	630

LZ555	HP	30. Aug 00	2158
LZ564	HP	15. Mar 01	4204
SG612	HP	20. Apr 00	5735
SH195	HP	16. Dec 99	5349
DETN25	IP	30. Aug 00	2158
DETN238	IP	31. Mar 01	4356
DETN240	IP	18. Apr 01	0
DETN944	IP	04. Mar 00	2200
DETN2666	IP	17. Apr 01	2850
DETN5538	IP	16. Jul 01	630
DETN6400	IP	14. Apr 99	0
LA407	IP	22. Jun 00	5736
LA858	IP	27. Oct 00	5858
LB99	IP	13. Aug 99	9093
LE284	IP	24. Dec 99	5679
LN87	IP	10. May 99	5829
LP519	IP	23. Nov 99	6688
LW517	IP	22. Dec 99	5865
LX214	IP	09. Dec 00	6498
LX379	IP	22. Feb 00	4632
LZ248	IP	23. Dec 99	5839
LZ385	IP	17. Oct 01	9072
LZ603	IP	22. Jun 99	0
SG554	IP	20. Apr 00	5735
SH863	IP	16. Dec 99	5349

Unsafe Condition

(d) This AD is prompted by reports of Sermetel coating (Omat 7/46) applied to certain turbine discs which, if allowed to remain on the discs would react adversely with the disc dry film lubricant, causing uncontained HP or IP turbine disc failure, which could result in damage to the airplane. We are issuing this AD to prevent HP or IP turbine disc failure, which could result in damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Determining if Action Is Required

(f) Within 60 days after the effective date of this AD, determine the SN of the HP turbine disc and the IP turbine disc. If none of the HP and IP turbine discs with SNs listed in Table 1 are installed in the engine, no further action is required.

(g) If one or more of the discs with SNs listed in Table 1 of this AD are installed in the engine, do the following:

(1) If the engine has had a full overhaul of the turbine after the shop visit at which the Sermetel coating (Omat 7/46) was applied, no further action is required.

(2) If only the HP turbine disc is listed in Table 1, and the engine has RRD Service Bulletin No. Da72-533, Revision 3, dated October 2001, incorporated, no further action is required.

Removal of Sermetel Coating and Disc Inspection

(3) Before accumulating 10,000 flight cycles since the coating was applied, completely remove Sermetel coating (Omat 7/46) from HP turbine discs and LP turbine discs. Information on coating removal can be found in RRD Overhaul Processes Manual, Overhaul Process 114.

(4) Visually inspect HP turbine discs and LP turbine discs, and return to service discs that pass inspection. Information on disc pass or fail inspection criteria can be found in the RRD Engine Overhaul Manual, Chapter 72-6-1.

Alternative Methods of Compliance

(h) Alternative methods of compliance must be requested in accordance with 14 CFR part 39.19, and must be approved by the Manager, Engine Certification Office, FAA.

Material Incorporated by Reference

(i) None.

Related Information

(j) The subject of this AD is addressed in LBA airworthiness directive LTA 2003-015, dated February 6, 2003.

Issued in Burlington, Massachusetts, on August 19, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-21741 Filed 8-25-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-18

MCDONNELL DOUGLAS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-17-12 McDonnell Douglas: Amendment 39-13287. Docket 2002-NM-74-AD.

Applicability: Model MD-11 and MD-11F airplanes, as listed in Boeing Alert Service Bulletin MD11-24A137, Revision 01, dated March 11, 2003; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent internal overheating and arcing of circuit breakers and airplane wiring due to long-term use and breakdown of internal components of the circuit breakers, which could result in smoke and fire in the flight compartment and main cabin, accomplish the following:

Inspection and Replacement

(a) Within 24 months after the effective date of this AD: Perform a one-time general visual inspection of the circuit breakers to determine if discrepant circuit breakers are installed (includes circuit breakers manufactured by Wood Electric and Wood Electric Division of Brumfield Potter Corporations, and incorrect circuit breakers installed per Boeing Alert Service Bulletin MD11-24A137, dated February 28, 2002), per Boeing Alert Service Bulletin MD11-24A137, Revision 01, dated March 11, 2003.

Note 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If no discrepant circuit breaker is found: No further action is required by this paragraph.

(2) If any discrepant circuit breaker is found: At the next scheduled maintenance visit, but not later than 24 months after the effective date of this AD, replace the circuit breaker with a new, approved circuit breaker, per Revision 01 of the service bulletin.

Part Installation

(b) As of the effective date of this AD, no person shall install, on any airplane, a circuit breaker having a part number listed in the "Existing Part Number" column in the table specified in paragraph 2.C.2., of Boeing Alert Service Bulletin MD11-24A137, Revision 01, dated March 11, 2003.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permit

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin MD11-24A137, Revision 01, dated March 11, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on October 7, 2003.

Issued in Renton, Washington, on August 20, 2003.

Kyle L. Olsen,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-21869 Filed 8-29-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-18

BOMBARDIER, INC. AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-17-13 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-13288. Docket 2001-NM-109-AD.

Applicability: Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes; certificated in any category; serial numbers 003 and subsequent.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to the elevator trailing edge due to a broken or missing elevator stop bumper, which could result in jamming of the spring tab and consequent reduced controllability of the airplane, accomplish the following:

Revision of Airworthiness Limitation (AWL) Section

(a) For all airplanes: Within 30 days after the effective date of this AD, revise the AWL section of the Instructions for Continued Airworthiness by inserting a copy of the following applicable de Havilland, Inc., temporary revision into the AWL section:

TABLE—TEMPORARY REVISIONS

For model Nos.—	de Havilland, Inc., TR	Dated	Of maintenance program support manual (PSM)
DHC-8-102, -103, and -106 airplanes	AWL-84	December 20, 2002	1-8-7
DHC-8-201 and -202 airplanes	AWL 2-24	December 20, 2002	1-82-7
DHC-8-301, -311, -314, and -315 airplanes	AWL 3-91	December 20, 2002	1-83-7

(b) Thereafter, except as provided in paragraphs (d) and (e) of this AD, no alternative replacement intervals may be approved for the elevator stop bumpers.

Incorporation of TRs Into General Revisions

(c) When the information in the applicable de Havilland, Inc., TR listed in the table in this AD has been included in the general revisions of the applicable PSM listed in the table in this AD, the general revisions may be inserted in the PSM, and the applicable TR may be removed from the AWL section of the Instructions for Continued Airworthiness.

Phase-In Replacement

(d) For elevator stop bumpers that have accumulated more than 5,000 total flight hours or have more than 30 months total time-in-service as of the effective date of this AD: Within 6 months or 1,000 flight hours after the effective date of this AD, whichever occurs first, replace the left and right upper and lower elevator stop bumpers of the horizontal stabilizer with new bumpers having the same part numbers as the existing bumpers, per the procedures specified in the applicable Dash 8 (de Havilland, Inc.) Maintenance Task Card 2730/22, dated April 25, 2001 (for series 100, 200, and 300). Repeat the replacement thereafter per the intervals specified in the AWL revision required by paragraph (a) of this AD.

Alternative Methods of Compliance

(e) Per 14 CFR 39.19, the Manager, New York Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with de Havilland, Inc., Temporary Revision AWL-84, dated December 20, 2002, to the Airworthiness Limitations List of Maintenance Program Support Manual 1-8-7, and Dash 8 Series 100 (de Havilland, Inc.) Maintenance Task Card 2730/22, dated April 25, 2001; or de Havilland, Inc., Temporary Revision AWL 2-24, dated December 20, 2002, to the Airworthiness Limitations List of Maintenance Program Support Manual 1-82-7, and Dash 8 Series 200 (de Havilland, Inc.) Maintenance Task Card 2730/22, dated April 25, 2001; or de Havilland, Inc., Temporary Revision AWL 3-91, dated December 20, 2002, to the Airworthiness Limitations List of Maintenance Program Support Manual 1-83-7, and Dash 8 Series 300 (de Havilland, Inc.) Maintenance Task Card 2730/22, dated April 25, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW, Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note: The subject of this AD is addressed in Canadian airworthiness directive CF-2001-08R1, effective January 10, 2003.

Effective Date

(g) This amendment becomes effective on October 7, 2003.

Issued in Renton, Washington, on August 20, 2003.

Kyle L. Olsen,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-21870 Filed 8-29-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-18

**AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT**

2003-17-14 Airbus: Amendment 39-13289. Docket 2002-NM-50-AD.

Applicability: Airplanes listed in Table 1 of this AD, certificated in any category, as follows:

TABLE 1.—APPLICABILITY

Model	Equipped with PPG aerospace windshields having—	
	Part number (P/N)	And serial numbers (S/N) as listed in
A300 B2 and B4 series airplanes	NP-175201-1, NP-175201-2, Or NP-175201-4.	Airbus All Operators Telex A300-56A0011, dated October 2, 2001.
A300 B4-600, A300 B4-600R, and A300 F4-600R (collectively called A300-600) series airplanes.	NP-175201-1, NP-175201-2, Or NP-175201-4.	Airbus All Operators Telex A300-600-56A6004, dated October 2, 2001.
A310 series airplanes	NP-175201-1, NP-175201-2, Or NP-175201-4.	Airbus All Operators Telex A310-56A2005, dated October 2, 2001.
A319, A320, and A321 series airplanes	NP-165311-2, NP-165311-3, NP-165311-4, NP-165311-5, or NP-165311-6.	Airbus All Operators Telex A320-56A1010, Revision 01, dated October 1, 2001.
A330 series airplanes	NP-175201-1, NP-175201-2, Or NP-175201-4.	Airbus All Operators Telex A330-56A3005, dated October 2, 2001.
A340 series airplanes	NP-175201-1, NP-175201-2, Or NP-175201-4.	Airbus All Operators Telex A340-56A4005, dated October 2, 2001.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of both structural plies of the windshield caused by overheating of the power lead wire, which could cause reduced structural integrity of the windshield assembly, and consequent loss of the windshield during flight, accomplish the following:

Windshield Replacement

(a) Within 6 months after the effective date of this AD, replace windshields manufactured by PPG Aerospace having certain P/Ns and S/Ns listed in the applicable Airbus all operators telex (AOT) listed in Table 1 of this AD with new windshields, per the applicable Airbus AOT listed in Table 1 of this AD.

Note 2: The Airbus AOTs reference PPG Aerospace Service Bulletin NP-175201-56-001, dated September 26, 2001, as an additional source of service information for accomplishing the replacement required by this AD.

Part Installation

(b) As of the effective date of this AD, no person shall install on any airplane a windshield manufactured by PPG Aerospace having a certain P/N and S/N listed in the applicable AOT listed in Table 1 of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with the applicable Airbus all operators telex (AOT) listed in Table 2 of this AD, as shown below:

TABLE 2.—AIRBUS ALL OPERATORS TELEXES

Airbus all operators telex	Revision level	Date
A300–56A0011	Original	October 2, 2001.
A300–600–56A6004	Original	October 2, 2001.
A310–56A2005	Original	October 2, 2001.
A320–56A1010	01	October 1, 2001.
A330–56A3005	Original	October 2, 2001.
A340–56A4005	Original	October 2, 2001.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directive 2001-606(B), dated December 12, 2001.

Effective Date

(f) This amendment becomes effective on October 7, 2003.

Issued in Renton, Washington, on August 20, 2003.

Kyle L. Olsen,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-21871 Filed 8-29-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-18

ROLLS-ROYCE PLC AIRWORTHINESS DIRECTIVE ENGINE LARGE AIRCRAFT

2003-17-15 Rolls-Royce plc: Amendment 39-13290. Docket No. 2002-NE-16-AD. Supersedes AD 2002-23-08, Amendment 39-12952.

Applicability: This airworthiness directive (AD) is applicable to Rolls-Royce plc. (RR) models RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 turbofan engines, with low pressure (LP) turbine stage 2 discs part numbers (P/Ns) UL11508, UL17141, UL18947, UL29029, and UL37352 installed. These engines are installed on, but not limited to, Boeing 757 and Tupolev Tu204 airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

To prevent LP turbine stage 2 disc failure, which could result in an uncontained engine failure and possible loss of the airplane, do the following:

Cycle Limits

(a) Change the RR Time Limits Manual cyclic limits for LP turbine stage 2 discs as specified in the following Table 1:

Table 1.—Time Limits Manual (TLM) Cyclic Limits

Date of reduced life limit	Life limits for RB211-535E4 engines operating in flight plan A, and RB211-535E4-B engines	Life limits for RB211-535E4 engines operating in flight plan B
(1) December 31, 2001....	23,200 cycles-since new (CSN).....	19,700 CSN.
(2) December 31, 2002....	22,500 CSN.....	19,000 CSN.
(3) December 31, 2003....	21,500 CSN.....	18,000 CSN.
(4) December 31, 2004....	20,000 CSN.....	16,500 CSN.
(5) December 31, 2005....	18,100 CSN.....	14,600 CSN.

RB211-535E4 Engines Operating to Flight Plan A, and RB211-535E4-B Engines

(b) For RB211-535E4 engines operating to flight plan A, and RB211-535E4-B engines, remove the LP turbine stage 2 disc from service using the CSN and Action times listed in the following Table 2.

Table 2.—Drawdown Schedule for RB211-535E4 Engines Operating to Flight Plan A, and RB211-535E4-B Engines

Disc CSN	Action	Replace disc	
		Without eddy current inspection	With eddy current inspection
(1) 20,001 CSN or greater on December 31, 2000.	Remove disc from service or perform optional on-wing eddy current disc inspection within 21 days after the effective date of this AD.	Within 21 days after the effective date of this AD.	Within 3,000 cycles-in-service (CIS) after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD
(2) 18,100 to 20,000 CSN on December 31, 2000.	Remove disc from service or perform optional on-wing eddy current disc inspection.	Before accumulating 21,000 CSN or within 21 days after the effective date of this AD, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD
(3) Fewer than 18,100 CSN on December 31, 2000 and greater than 20,000 CSN on December 31, 2004.	Remove disc from service or perform optional on-wing eddy current disc inspection.	Before accumulating 20,500 CSN or by December 31, 2004, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD.
(4) Fewer than 18,100 CSN on December 31, 2000 and greater than 18,100 CSN on December 31, 2005.	Remove disc from service or perform on-wing eddy current disc inspection.	Before accumulating 20,000 CSN or by December 31, 2005, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD.
(5) Fewer than 18,100 CSN on December 31, 2000 and fewer than 18,100 CSN on December 31, 2005.	No action required.....	N/A.....	N/A.

(c) Information regarding disc removal may be found in 3.A. of the Accomplishment Instructions of Mandatory Service Bulletin (MSB) RB.211-72-D181, Revision 3, dated August 16, 2002.

(d) The optional on-wing eddy current disc inspection noted in Table 2 of this AD must be performed in accordance with 3.C.(1) through 3.C.(6) of the Accomplishment Instructions of MSB RB.211-72-D181, Revision 3, dated August 16, 2002.

RB211-535E4 Engines Operating to Flight Plan B

(e) For RB211-535E4 engines operating to flight plan B, remove the LP turbine stage 2 disc from service using the CSN and Action times listed in the following Table 3.

Table 3.—Drawdown Schedule for RB211-535E4 Engines Operating to Flight Plan B

Disc CSN	Action	Replace disc	
		Without eddy current inspection	With eddy current inspection
(1) 16,501 CSN or greater on December 31, 2000.	Remove disc from service or perform optional on-wing eddy current disc inspection within 21 days after the effective date of this AD.	Within 21 days after the effective date of this AD.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD.
(2) Greater than 14,600 CSN on December 31, 2000.	Remove disc from service or perform optional on-wing eddy current disc inspection.	Before accumulating 17,500 CSN or within 21 days after the effective date of this AD, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD.
(3) Fewer than 14,600 CSN on December 31, 2000 and greater than 16,500 CSN on December 31, 2004.	Remove disc from service or perform optional on-wing eddy current disc inspection.	Before accumulating 17,000 CSN or by December 31, 2004, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 of this AD.
(4) Fewer than 14,600 CSN on December 31, 2000 and greater than 14,600 CSN on December 31, 2005.	Remove disc from service or perform on-wing eddy current disc inspection.	Before accumulating 16,500 CSN or by December 31, 2005, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in this AD.
(5) Fewer than 14,600 CSN on December 31, 2000 and fewer than 14,600 CSN on December 31, 2005.	No action required.....	N/A.....	N/A.

(f) Information regarding disc removal may be found in 3.A. of the Accomplishment Instructions of MSB RB.211-72-D181, Revision 3, dated August 16, 2002.

(g) The optional on-wing eddy current disc inspection must be performed in accordance with 3.C.(1) through 3.C.(6) of the Accomplishment Instructions of MSB RB.211-72-D181, Revision 3, dated August 16, 2002.

Note 2: For engines moving from Flight Plans A to B or B to A, the intermix calculations found in MSB RB.211-72-D181, Revision 3, dated August 16, 2002, may be applied to the life limits.

Alternative Methods of Compliance

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(j) The actions must be done in accordance with Rolls-Royce plc mandatory service bulletin RB.211-72-D181, Revision 3, dated August 16, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, P.O. Box 31 Derby, DE24 8BJ, United Kingdom; telephone 011-44-1332-242424; fax 011-44-1332-249936. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in CAA airworthiness directive 006-05-2001, dated August 3, 2001.

Effective Date

(k) This amendment becomes effective on October 2, 2003.

Issued in Burlington, Massachusetts, on August 20, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-21740 Filed 8-27-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-18

GENERAL DYNAMICS (CONVAIR), GENERAL DYNAMICS (CONSOLIDATED-VULTEE) (ARMY), AND GENERAL DYNAMICS (CONSOLIDATED) (ARMY) AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-18-01 General Dynamics (Convair), General Dynamics (Consolidated-Vultee) (Army), and General Dynamics (Consolidated) (Army): Amendment 39-13292. Docket 2003-NM-164-AD. Supersedes AD 2003-08-13, Amendment 39-13126.

Applicability: All Model P4Y-2 airplanes, Model LB-30 airplanes, and Model C-87A airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To find and fix fatigue cracking in the lower rear cap of the wing front spar, front spar web, and lower skin of the wings, which could result in structural failure of the wings and consequent loss of control of the airplane, accomplish the following:

Initial and Repetitive Inspections for Certain Airplanes

(a) For Models P4Y-2 and LB-30 airplanes: Within 30 days after May 7, 2003 (the effective date of AD 2003-08-13, amendment 39-13126), do the actions specified in paragraphs (a)(1) and (a)(2) of this AD per a method approved by the Manager, Los Angeles Certification Office (ACO), FAA.

(1) Do an inspection (between 39 and 63 inches outboard of the airplane center line on both the left and right sides of the wings) to find cracks in the lower rear cap of the wing front spar, front spar web, and lower skin of the wings localized under the front spar lower cap. Special detailed inspection procedures must be sufficiently reliable to determine the location, size, and orientation of the cracks.

(2) Develop repetitive inspection intervals that prevent crack growth from exceeding the minimum residual strength required to support limit load on the affected structure. The repetitive inspection intervals must be approved by the Manager, Los Angeles ACO. Thereafter, do the inspection approved per paragraph (a)(1) of this AD at the intervals approved per this paragraph.

Initial and Repetitive Inspections for Model C-87A Airplanes

(b) For all Model C-87A airplanes: Within 30 days after the effective date of this AD, do the actions specified in paragraphs (b)(1) and (b)(2) of this AD per a method approved by the Manager, Los Angeles ACO.

(1) Do an inspection (between 39 and 63 inches outboard of the airplane center line on both the left and right sides of the wings) to find cracks in the lower rear cap of the wing front spar, front spar web, and lower skin of the wings localized under the front spar lower cap. Special detailed inspection procedures must be sufficiently reliable to determine the location, size, and orientation of the cracks.

(2) Develop repetitive inspection intervals that prevent crack growth from exceeding the minimum residual strength required to support limit load on the affected structure. The repetitive inspection intervals must be approved by the Manager, Los Angeles ACO. Thereafter, do the inspection approved per paragraph (b)(1) of this AD at the intervals approved per this paragraph.

If Any Cracking Is Found

(c) If any crack is found during any inspection required by this AD, before further flight, do the action(s) specified in paragraphs (c)(1) and (c)(2) of this AD per a method approved by the Manager, Los Angeles ACO.

(1) Repair or replace the cracked part or structure.

(2) Repeat the inspection required by paragraph (a)(1) of this AD at reduced intervals approved by the Manager, Los Angeles ACO, to find cracks before the growth is critical and exceeds the minimum residual strength required to support limit load on the affected structure.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, Los Angeles ACO, FAA, is authorized to approve alternative methods of compliance for this AD.

Effective Date

(e) This amendment becomes effective on September 18, 2003.

Issued in Renton, Washington, on August 19, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-22382 Filed 9-2-03; 8:45 am]

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BW 2003-18

AIRBUS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2003-18-02 Airbus: Amendment 39-13293. Docket 2001-NM-187-AD.

Applicability: Model A330 and A340 series airplanes, certificated in any category; except those airplanes modified in production in accordance with Airbus Modification 48110.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent desynchronization of the rudder servo-controls, which could result in high load factors on the rudder servo-controls, and consequent reduced structural integrity of the attachment fittings for the rudder servo-controls, accomplish the following:

Inspection of Rudder Travel Limitation Unit

(a) Within 16 months after the effective date of this AD: Perform a one-time detailed inspection of the rudder travel limitation unit (RTL) (including installing rigging pins on the bellcrank and the right and left input levers) for proper adjustment, per the Accomplishment Instructions specified in Airbus Service Bulletin A330-27-3084 (for Model A330 series airplanes); or Airbus Service Bulletin A340-27-4088 (for Model A340 series airplanes); both dated March 28, 2001; as applicable. Although the service bulletins reference a reporting requirement, such reporting is not required by this AD.

(1) If it is possible to install rigging pins on both input levers, the RTL is properly adjusted and no further action is required by this paragraph.

(2) If it is not possible to install the rigging pins on either input lever, before further flight, adjust the length of the appropriate adjustable rod, per the Accomplishment Instructions specified in the applicable service bulletin.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Measurement of Rudder Servo-Controls Desynchronization and Corrective Action if Necessary

(b) Within 16 months after the effective date of this AD: Measure the desynchronization value (value D) of the rudder servo-controls and, depending on the measurement, before further flight, perform the applicable corrective actions (e.g., replacement and/or adjustment of the spring rod and/or the rudder servo-controls); per the Accomplishment Instructions specified in Airbus Service Bulletin A330-27-3084 (for Model A330 series airplanes); or Airbus Service Bulletin A340-27-4088 (for Model A340 series airplanes); both dated March 28, 2001; as applicable. Operators should note that although these service bulletins request that desynchronized rudder servo-controls with the highest load factors be returned to the manufacturer, that action is not required by this AD.

(c) If any rudder servo-control was replaced per the requirements of paragraph (b) of this AD, do paragraphs (c)(1) and (c)(2) of this AD.

(1) Before further flight, perform either a detailed inspection or a high frequency eddy current (HFEC) inspection for cracks in the attachment fittings of the desynchronized rudder servo-controls, and perform the applicable follow-on and corrective actions (e.g., cold expansion of affected fastener holes, drilling/reaming of affected holes, and rotating probe inspections), per the Accomplishment Instructions specified in Airbus Service Bulletin A330-55-3028 (for Model A330 series airplanes); or Airbus Service Bulletin A340-55-4026 (for Model A340 series airplanes); both excluding Appendix 01; both dated May 28, 2001; as applicable; except where the service bulletin specifies to contact the manufacturer for repair instructions, repair per a method approved by the Manager, International Branch, ANM-116, FAA.

(2) Repeat the inspection required by paragraph (c)(1) of this AD at the following intervals:

(i) If the immediately preceding inspection was conducted using detailed inspection techniques, conduct the next inspection within 300 flight cycles; or

(ii) If the immediately preceding inspection was conducted using HFEC techniques, conduct the next inspection within 6,000 flight cycles.

Concurrent Requirements

(d) Concurrently with the requirements of paragraphs (a) and (b) of this AD, install appropriate rigging placards for the rudder servo-controls, per Airbus Service Bulletin A330-27-3082 (for Model A330 series airplanes); or Airbus Service Bulletin A340-27-4086 (for Model A340 series airplanes); both dated March 28, 2001; as applicable.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permit

(f) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) The actions shall be done in accordance with Airbus Service Bulletin A330-27-3082, dated March 28, 2001; Airbus Service Bulletin A330-27-3084, dated March 28, 2001; Airbus Service Bulletin A330-55-3028, excluding Appendix 01, dated May 28, 2001; Airbus Service Bulletin A340-27-4086, dated March 28, 2001; Airbus Service Bulletin A340-27-4088, dated March 28, 2001; and Airbus Service Bulletin A340-55-4026, excluding Appendix 01, dated May 28, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directives 2001-156(B) and 2001-157(B), both dated May 2, 2001.

Effective Date

(h) This amendment becomes effective on October 10, 2003.

Issued in Renton, Washington, on August 27, 2003.
 Neil D. Schalekamp,
 Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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